EUROPEAN UNION AGENCY FOR RAILWAYS

Making the railway system work better for society.

TRAINING ON THE EU REGULATORY FRAMEWORK
BUDAPEST – 26th to 30th June 2017
MULTIPLE CHOICE QUESTIONNAIRE
Day 3 – Rolling Stock and Operation

Question 1:

The Notified Body in charge of the subsystem verifies the conformity:

A ■ Of the subsystem with the applicable TSIs

B ☐ Of the subsystem and its Interoperability Constituents with the applicable TSIs

C ☐ Of the subsystem with the applicable TSIs and National Rules

D ☐ Of the subsystem and its Interoperability Constituents with the applicable TSIs and National Rules

Question 2:

For rolling stock, the applicant shall always be the manufacturer

A ☐ Yes

B ■ No

Question 3:

In module SH1, the NoBo shall:

A ☐ Carry out a design examination and audit the production Quality Management System (QMS)

B ☐ Carry out an audit of the complete QMS including design, production and tests

C ■ Carry out a design examination and audit of the complete QMS including design, production and tests

D ☐ Carry out a design examination and participate to the tests

Question 4:

Who should collaborate for the safe integration and operation?

A ☐ No need of collaboration

B ☐ RUs and IMs

C ☐ RUs and applicants

D ■ RUs, IMs, applicants, NSAs, Conformity Assessment Bodies

Question 5:

Is technical compatibility an essential part for ensuring safe integration?

A ■ Yes

B ☐ No

C ☐ Sometimes

Question 6:

What hazards can be filtered for the classification of hazards (several answers possible)?

A ■ Those which do not have a safety impact

B ■ Those which consequence is limited to a specific area of the train

C ☐ Those which monitoring can be exported to maintenance or operation

D ☐ Those which result from improbable failures

Question 7:

Which of the following is NOT an acceptable Risk Acceptance Principle in the CSM-RA?

A ☐ Code of Practice

B ☐ Explicit Risk Estimations

C ■ Frequency Occurence

D ☐ Reference to similar system